

Statement on Signing the Dayton Aviation Heritage Preservation Act of 1992

October 16, 1992

I am signing into law H.R. 2321, the “Dayton Aviation Heritage Preservation Act of 1992,” which establishes the Dayton Aviation National Historic Park in Ohio as an addition to the National Park System. The park will preserve certain historic sites in the Dayton, Ohio, area that are associated with the Wright brothers and the early development of aviation. The Act will recognize the national significance of these sites and the achievements of the Wright brothers, two of our most distinguished Americans.

The Act also establishes the Dayton Aviation Heritage Commission to assist Federal, State, and local authorities in preserving and managing historic resources related to aviation in the Dayton area. The commission is composed of 13 members, most of whom are appointed by the Secretary of the Interior from recommendations of various State and local officials. The majority of members are effectively selected by various nonfederal officials and thus are not

appointed in conformity with the Appointments Clause of the Constitution, Article II, section 2, clause 2. Therefore, I sign this bill on the understanding that the commission will serve only in an advisory capacity and will not exercise Government power.

It should also be noted that the FY 1993 Interior Appropriations Act (Public Law 102–381) reduces the funds available for National Park Service management by approximately \$42 million from my budget request. I question the wisdom of establishing new units of the National Park System that fail to meet the criteria established by the National Park Service when the Congress is not providing the existing system with adequate funding.

GEORGE BUSH

The White House,
October 16, 1992.

Note: H.R. 2321, approved October 16, was assigned Public Law No. 102–419.

White House Fact Sheet: Consumer Choice in Auto Insurance

October 16, 1992

President Bush announced a proposal today that would allow consumers to save 20 to 30 percent on their auto insurance premiums, for a potential nationwide savings of \$20 to \$30 billion annually. These savings would be achieved by giving consumers the opportunity to waive their right to sue for pain and suffering damages (thereby also insulating themselves against lawsuits for such damages) and to elect insurance coverage payable by their own insurer regardless of fault.

The Problem

The current auto insurance system is a source of consumer outrage. Insurance premiums, now more than \$1,000 per car in

many areas, grew at almost 3 times the rate of inflation in the 1980’s, forcing many lower income Americans to drive uninsured.

A root cause for escalating rates is the pain and suffering component of tort awards. Nationwide, coverage for pain and suffering awards constitute 15 percent of insurance costs, while litigation costs (which are driven largely by the prospect of pain and suffering awards) account for another 10 percent.

There are other wasteful costs as well under the current system, such as incentives to inflate medical costs. In particular, a recent study by the Insurance Research Council showed that people involved in